

Delegates to Augusta.

President BATTLE, of the State Agricultural Society, has appointed Col. P. M. EDMONSON, of Halifax, Col. Wm. JOHNSON, of Mecklenburg, General ROBT. RANSOM, and Maj. Jos. A. ENGLISH, of New Hanover, as delegates to represent the Society at the Fair of the Cotton States Mechanics and Agricultural Fair Association, to open at Augusta, Ga., on the 25th of October. Other names will be duly announced.

October Elections.

Several important elections occur this month. The political complexion of the next House of Representatives will be established by the result of the elections held on the 11th of October.

On that day Ohio, Iowa, Nebraska, Indiana and Pennsylvania, elect members of Congress. In Nebraska only is there a Governor to be elected. In the other States several State officers are to be voted for.

South Carolina votes for Governor, Lieutenant Governor, and members of Congress, on the 18th instant.

West Virginia closes the October elections on the 27th. A Governor and full State ticket, and members of Congress are to be elected.

In Pennsylvania, Ohio, Indiana and West Virginia, substantial gains for the Democrats are expected, and the struggle is quite animated. We are not prepared to give an opinion as to the result, but hope the expectations of our friends will be fully realized. We cannot but believe that these elections, with those to follow early in November, will demonstrate, at least, that the country is preparing for a grand national political revolution in 1872.

Oakwood Cemetery—Raleigh.

We are pleased to learn that the citizens of the Capital of the State have determined to provide a Cemetery for their dead, fitted to accord with the solemn and reverent feelings, which all, who cherish a hope of the Hereafter, entertain toward their kindred who have "gone before." We have received from one of the officers of the "Raleigh Cemetery Association," a pamphlet containing the Charter and By-Laws of the Association as well as a map, elegantly engraved in colors, of the "Oakwood Cemetery."

The name is well chosen, suggesting the "City of Oaks," the usual sobriquet of Raleigh, while the Cemetery grounds comprise a portion of the magnificent "Mordcau woods," lying North and North-east of Raleigh, the most beautiful specimen of our primeval forests known in Central North Carolina.

The map of the Cemetery grounds show a plot of thirty-eight acres, well laid out by Mr. H. J. ENGLISH, late of Danville, Va., comprising extensive avenues, lakes, fountains, streamlets, hills and dales. If the grounds shall be improved in accordance with the requirements of the outlines of this map, few "Cities of the Dead" in this country will be more beautiful.

The old Graveyard of Raleigh was laid out in 1792 and was then outside the corporate limits. The city has grown so that now this ancient cemetery is enclosed on all sides by the habitations of the living. Every visitor has been struck with its wretched condition, and we are glad to see that our sister city has taken steps to remove this reproach from her fair fame.

Oakwood Cemetery is under the charge of an association, incorporated by the General Assembly, of which Geo. W. MONROE, Esq., is President. We notice that the shareholders are among the best citizens of Raleigh, of all denominations of Christians.

[COMMUNICATED.]

A Striking Contrast.

The recent usurpation of despotic power and the consequent overthrow, for the time, of the most precious manumissions of freedom, on the part of the Executive of North Carolina, render the subjoined extract peculiarly pertinent and suggestive. It is taken from the "Memoirs of the War of '76," by Lieut.-Col. Henry Lee, the father of the great Confederate Captain, General Robert E. Lee. The intelligent reader will not fail to mark the contrast in the conduct of President Washington and Gov. Holden, or of Col. Henry Lee and the bandit Kirk and his confederates in iniquity, the inquisitor Dergen.

General Henry Lee was appointed by President Washington to command the militia in its march against the whiskey insurgents in Pennsylvania. In a letter addressed to Col. Lee, dated Oct. 20th, 1794, the President employs the following language:

"There is but one point on which I think it proper to add a special recommendation; it is this: that every officer and soldier will constantly bear in mind that he comes to support the laws, and it would be peculiarly unbecoming in him to be in any way the infractor of them. That the essential principles of one government confine the province of the military, when called forth on such occasions, to these two objects: 1st, to combat and subdue all who may be found in arms in opposition to the national will and authority. 2d, to aid and support the civil magistrate in bringing offenders to justice. The dispensation of justice belongs to the civil magistrate; and let it ever be our pride and our glory to leave this sacred trust unviolated."

Gen. Robert E. Lee makes this reference to the above, in his biographical sketch of his distinguished father: "This wise injunction, so accordant with the spirit of the free and tolerant institutions of our forefathers, was faithfully observed."

T. B. K.

Oxford, N. C., Sept. 29th, 1870.

Narrow Gauge Railroads.

The merits of narrow gauge railroads are beginning to be very generally discussed in this country, and while, we believe, none have yet been built in the United States, the success which has attended

their operation in Europe is calling public attention to their value. The introduction of the narrow gauge railroad into this country will indeed be a new era in the history of railroading, for the comparative paucity of our population and the extent of our territory necessitate cheap roads, to meet the means of our people and to lessen the running expenses of the roads. Many sections of our country, especially in the South, are deprived of the advantages of a market, and their resources are yet undeveloped because from the sparsity of the inhabitants, whatever may be their means, it is not possible to construct the wide gauge, costly railroads, and even if the money could be raised, the travel and freight, for several years, would not pay the operating expenses. Therefore land-owners and capitalists very properly refuse to invest their means in works which must necessarily injure them, whatever benefit they may be to future generations.

If, however, railroads can be built with sufficient capacity to suit the wants of our country, with little more expense than McAdamsized and plank roads, and can be operated at a cost which the business of the country will justify, we may look for the time when every enterprising community will be provided with railroad facilities.

We know that our people have a reluctance to indulge in what they may regard as experiments, when the safety of their lives and the value of their investments are in issue. This is both natural and proper. But the narrow gauge railroads are no longer experiments. They are in successful operation in England, Wales, Belgium, Sweden, Norway and India, the gauge being from two to four feet. A three-foot gauge railroad in India, built by English engineers, is pronounced to be equal to a trade which includes such bulky freights as cotton and rice, and scientific railroad men claim that its capacity is sufficient to manage the heaviest traffic and travel in the world.

But suppose these accounts are exaggerated, it is at least certain that railways of two and three feet gauge, with light carriages, light iron, and run at small expense, are in safe and successful operation, and are endorsed by the most scientific engineers in the world. Even in mountainous countries, where the grades are necessarily heavy, and the curves short and frequent, these roads are used with perfect safety, great economy and a high rate of speed.

It thus becomes a practical question, and worthy of the consideration of our people. The South has comparatively few railroads, and but few of those pay their operating expenses. Some of them have utterly failed, and others yet are almost useless from their poverty and bad condition. There must be some reformation or many portions of our section must forever remain undeveloped and almost uninhabited. We believe we see in the introduction of these narrow gauge railroads a new era for the South. With increased facilities for travel and transportation the value of our lands must be greatly enhanced, and the increase of our population will be rapid.

There is certainly no use for those who desire to build one of these narrow gauge railroads to stumble blindly into their construction. At small cost any of our civil engineers could become familiar with them by a personal inspection, before the work was begun here, and we are sure that the prejudices of our people would wear away in the face of the experience of other countries and their successful operation here. People who would refuse to build a cheap railroad because they prefer a costly one, which they cannot build, would be as silly as those who are more able who would refuse to have a single track railroad because they wanted a double track, which they were not able to construct. The means and wants of a country must be consulted in these matters, and if this be done, then not only will roads be completed, but their workings will be remunerative.

In speaking of these narrow gauge railroads, the Richmond Dispatch says that the cheapness with which the narrow track can be built and run will no doubt make it a great economy in the purposes of travel and transportation. The uses of draught animals will be confined almost entirely to the farms, and the heavy expenditures for improving turnpikes will be avoided. Every neighborhood will have its lateral narrow track, and will be able to forward its produce promptly, while its teams may be kept at work upon the crops, seeding and tilling and gathering. This will save both money and time to the farmer, and increase the steadiness and success of his effective force.

The power of the locomotive upon the narrow gauge is astonishing, and trains on such a track can ascend grades that would be impracticable upon the wide-gauge railways. It is estimated that five thousand dollars a mile will complete and equip a narrow track—while it takes three thousand dollars per mile to build a McAdams road. When we take into consideration the speed and power of draft of the railway—the dispensing with the use of teams, and the gains from safe and rapid transportation—we see at once what an immense advantage there is for society in the narrow gauge iron track over the McAdams road.

It is surprising that this new railway has not before now been introduced into this country, which is generally either in the advance or very prompt to adopt whatever is useful that may be invented elsewhere. The two and the three-foot gauge have been tried in England with wonderful success. Their introduction here would be an epoch in our commercial and social intercourse. It would be the perfecting of the railway as a substitute for the old mode of transportation and travel. It would be a relief to the horse, whose trials have been great in running in connection with the present lines, which leave such wide districts of country to make their way to the railway stations by horse power, in which mode of traveling the poor horse is too often made to pour out his

life in an effort to make up for the time lost by men in dallying or sleeping.

We do not know of a more favorable opportunity to introduce these railways into the United States than between Wilmington and Onslow county, whether we consider the probable means at command, the length of the road, the nature of the country through which it will pass, or the necessities for which the road will provide. We hope, at least, our immediate citizens will not let this favorable opportunity pass without an earnest effort to secure so valuable a connection at such an insignificant cost.

The State Fair.

We have received a polite invitation from Mr. BLACKNALL, proprietor of the Yarrowburgh House, at Raleigh, to be his guest during the Fair. The invitation is doubly acceptable in that our friend ROBT. M. FURMAN, formerly of the Henderson *Index*, has consented to receive and superintend the care of the Editorial guests on the occasion.

We hope to be able to make a flying visit to Raleigh during the Fair, and shall pay our respects to Messrs. BLACKNALL and FURMAN and thank them for their kindness.

New Paper in Washington City.

We have received a prospectus of a new daily Democratic Conservative paper, to be published under the title of "The Patriot," in Washington City, the first number to appear on the 14th of November next, James E. Harvey, editor, and O. K. Harris, news editor. It will be published by the "Patriot Newspaper Association." Price for the Daily, \$10 per year; Weekly, single subscription, \$2.50; to clubs of ten or upwards, \$2.

Address on business, James G. Berret, Patriot office, Washington, D. C. The Patriot will be just such a paper as the Conservatives and Democrats of the whole country, and every one who wishes to see the principles of the party, will need from the National Capital.

Personal.

We are much obliged to our friends of the press generally for their very favorable notices of the JOURNAL, and especially to the Editors of the Charlotte Democrat and Tarboro' North Carolinian. We assure them that feelings of modesty alone prevent the republication of their kindly compliments in our columns.

We will be glad to meet both Mr. YATES and Mr. EVANS at our Fair. We expect to see many of the Editors of this State here at that time. All will receive a warm welcome, and we believe they will be fully repaid for their visit.

In connection with this matter we give the following from the Charlotte Democrat:

Speaking of newspaper publishing, it is said that there are but two persons in the State now publishing a paper that were Editors and Publishers when we commenced the business on our own account. These two are Mr. Evans of the *Charlotte Democrat*, and Mr. Price of the *Wilmington Journal*. We have been in a Printing Office as apprentices, journeymen, and Editors and publishers, *forty-one years*, (having commenced at 11 years old), and during the whole time never failed to issue a paper once a week at least, except for one or two weeks at the close of the late war; and we would not have failed then had we not refused to take the oath of allegiance as promptly as required of us by the Federal Proviso Marshal. We suppose Messrs. Evans and Price have been connected with a printing office longer than we have, as they are older men. As the oldest publisher in the State, and native North Carolinian, we propose to make Mr. Evans and Mr. Price at the Cape Fear Agricultural Fair in Wilmington on the 15th and 16th of November.

Our friends YATES and EVANS will receive a warm reception at the Fair.

THE OUTRAGES IN ROBESON—ANOTHER CITIZEN A VICTIM—THE LEAGUES RAMPANT—ANOTHER MURDER.—Our poor friends in Robeson county have again been made to feel the wrath of the Loyal Leagues, and another victim has been added to the number of those who have been thus far sacrificed.

On Monday last the gang appeared at Pimminersville, and robbed the houses of Mr. Angus Leach and Mrs. McKay. On Tuesday morning a party of eight young gentlemen banded themselves together at Shoe Heel and started in pursuit of the Leagues. Between Red Banks and Shoe Heel they came to the house of one Applewhite, white colored, situated within about 150 yards of the railroad. Here they found evident signs of the robbers, a quantity of provisions being spread on the room, it appearing as though the feast had been suddenly abandoned. A negro woman was found lying in the bed, apparently asleep, while a child was playing in the yard. Mr. Stephen Davis, one of the band of eight, approached the child, which, upon being asked, pointed towards the Long Swamp as the direction which the outlaws had taken. The young men immediately started off and, soon coming to a thick piece of woods, Davis remarked that he was going in there to get a shot. He was followed by the rest, but had not gone far before the Leagues, some 15 strong, were discovered lying on the ground. Davis discharged his gun, as did the others, and the fire was returned by the outlaws. Davis then drew his pistol, and calling to the others to follow him, advanced into the thicket. It was noticed then that he was apparently badly wounded. His advance was not sustained by the others, who, finding themselves outnumbered, beat a retreat.

Davis has not since been heard from and it is feared that he has been killed. Another of the firing party, a young man named McLaughlin, was wounded in the head, the shoulder and the thigh, severely, but not dangerously. Some others, whose names we could not learn, are also reported wounded. A search, but an ineffectual one, was yesterday made for Davis. Several pools of blood were discovered near the spot where he and the outlaws had been last seen but no other trace of him could be found.

All Robeson county is in arms and a most thorough and effective campaign will, let us hope, be at once begun. Our informant states that men are being enrolled all along the line of the road and that energetic measures are to be at once taken to root the guilty Leagues from out of the county. This is the way to do it. Let every man in Robeson county that loves law and order, shoulder his gun and go forward to the rescue. Beat every

brush and brake in the county and rid it, at once, of these pests of society. Should more help be needed than Robeson can at once command, we know that New Hanover will be glad to contribute her men. Don't appeal to your Governor. He is the Grand Sachem of the Leagues and, according to his oath to them, cannot persecute the greatest scoundrel among them all. Depend upon yourselves and your friends, and never give up the war until Robeson county has been completely rid of these desperadoes.

Shocking Case of Hydrophobia.—A Mother and Two Children Bitten.

Another distressing case of hydrophobia was yesterday brought to the notice of the coroner.

In a western suburb of the city, known as Batcherstown, lives a family, consisting of father, mother and several children. At the house in which they lived was kept a dog, to which the children were much attached. It had always appeared to be a good-natured animal, and the little ones had been allowed to play with and fondle it without fear.

About a month since it seemed suddenly ill at ease, and bit one of the children, a boy 12 years of age. Following by the attack, it then bit an infant crawling on the floor, and when the mother interfered, flew at and bit her.

None of the wounds made by the dog's teeth were considered serious, and although the child and mother had spoken of no step was taken in the matter for several days. It was then considered best to kill the dog, which was done.

Of the three who had been bitten, none felt any bad effects until Tuesday, when the boy complained of having the ague. He was taken to the hospital, and immediately recognized the symptoms of hydrophobia. He inquired of the mother if the dog had not been bitten by a dog.

She replied that he had, and with feelings that may easily be imagined, related the circumstances, and, now deeply agitated, informed the physician that both her husband and herself had been bitten at the same time. The physician endeavored to claim her, but found it impossible to do so.

Although everything possible was done to relieve the sufferings of the boy, he grew rapidly worse, and became unable to swallow anything, and died yesterday morning, within twenty-four hours of exhibiting the first symptoms.

The unhappy mother is utterly prostrated by the terrible shock. Beside the death of her son, the horrible possibility of her husband and infant child becoming victims of the fearful and invariably fatal disease, produced a nervous prostration that now confines her to her bed.

Neither the mother nor remaining child have as yet exhibited any of the symptoms of hydrophobia, and it is possible that they will recover.

The coroner declined to hold an inquest on the body of the boy, as it was believed that should it be held at the house the additional excitement might prove fatal to the mother. For the same reason the friends of the family were anxious that the matter should be kept as quiet as possible, and at their request we withhold the names.—St. Louis Democrat.

The Methodist Book Concern, formerly superintendent of the printing department of the Methodist Book Concern in New York, against the Rev. John L. Allen, the assistant agent of the same concern, to recover damages for libel and slander by the latter. Dr. L. L. Allen has made an answer, in which he fully defends the course he pursued. The result of this suit will be looked to with much interest.

Marine Disasters in September. The number of vessels belonging to or bound to or from ports in the United States reported totally lost and missing during the past month is 31, of which 20 were wrecked, 5 abandoned, 2 burned, 3 foundered and 1 is missing. They are classified as follows: 2 ships, 8 bark, 10 brig and 9 schooners, and their total value, exclusive of cargoes, is \$667,000.

Profile.

One of the marshals in Iowa reports to the census bureau a family consisting of a father, mother and nineteen children, the latter all born within a period of seven years, and all living. At the first birth the wife presented her husband with four children, and at each of the three successive deliveries five more, making nineteen within the specified time. A very doubtful story, notwithstanding its official announcement.

The Cuban Insurgents Active.

Advice received in Havana through private sources from Santiago de Cuba inform us that the Cubans have appeared in the vicinity of the latter city. It is only a day or so since we announced the burning of estates by the insurgents somewhere near the vicinity, which they are now announced to have appeared. The fact that they have shown themselves at this particular time, when the vomito is raging among the troops and sickness of all kinds exercising an uneasy influence among the people, proves that the Cubans are determined to take every advantage which appears in their favor. Verily the revolution is not crushed, the statement of the Captain General to the contrary notwithstanding.

A Shocking Duel With Knives.

About sundown on Friday evening two young men of Alexandria, Va., in order to settle a difficulty that had arisen between them, armed themselves with knives, and accompanied by some of their respective friends, repaired to the grounds around Lookaber, across the canal locks, where, having doffed their coats, they fought a most vicious and bloody duel, which, as we have previously to the war. After a prolonged conflict, during which both were cut and slashed to an extent that satisfied their friends, they were separated and carried to surgeons to have their wounds dressed. Neither of them was mortally hurt.—Alexandria (Va.) Gazette.

Population of the leading cities in the Old World: London, 3,214,000; Paris, 1,950,000; Constantinople, 1,500,000; Berlin, 800,000; St. Petersburg, 667,000; Vienna, 605,000; Naples, 600,000; Liverpool, 520,000; Moscow, 425,000; Glasgow, 401,000; Madrid, 390,000; Dublin, 392,000; Manchester, 340,000; Lisbon, 340,000; Amsterdam, 250,000.

King William says he shall conduct the campaign in person as heretofore, regardless of what George Francis Train and Wendell Phillips say about him.

Yankee Robinson's elephant is sick and expected to die.

Paboo Chander Sen, the East Indian reformer, is a convert to the women's rights movement.

One-fifth of all the iron made in the United States is made from Lake Superior ore.

The Bonn Beethoven Festival is fixed to take place in the spring of 1871, should there be peace.

The cultivation of the sweet potato is being introduced in New York.

A subscription list has been opened in London for the French wounded.

CONFEDERATE HISTORY.

The Fate of the Celebrated Submarine Boat Built in Charleston, S. C.—Late of Lieutenant Dixon, of the Twenty-first Alabama Regiment, and his Commanders.

From the Houston (Texas) Telegraph.

In 1864 the fleet of Admiral Farragut was blockading Mobile, when a heavy land and naval attack was directed against Charleston.

During our long defensive war a great deal of ingenuity had been expended by the Confederates upon torpedoes and torpedo boats.

The most remarkable of these boats was constructed in Mobile, by Messrs. Hundley & McClintock, and launched in 1864; and nothing which has gone down into the sea was more effectively and more fearfully contrived to wreak destruction and vengeance upon friend and foe.

She was built of boiler iron, and impervious to water or air. Her extreme length was about thirty feet, with five or six feet beam, and about six feet depth of hold. Her keel was of iron, and she was armed with sharp at both ends. She was propelled by a screw, the shaft of which ran horizontally along her hold, almost from stem to stern, and was turned by the manual force of eight men, seated along it on either side.

The only hatchway was circular, about two feet in diameter, with a low combing around it, which was placed well forward, and when desired could be closed by an iron cap working on hinges and made air tight.

In the forward part of this cap was inserted a clear glass bull's eye, through which the crew could see. She was provided with water tight compartments, for filling or emptying which she would sink or rise, and to enable her to rise instantly her ballasting of railroad bars was placed on her bottom, outside of her hull, and by means of keys, accessible to her crew, she could be raised or lowered, so that she would rise quickly to the surface.

Besides her rudder, which was of the usual form, this vessel was equipped with side paddles or fins, which like those of a fish, served to guide it up or down with reference to the surface of the water.

For action a floating torpedo was secured to her stern by a line more than one hundred feet long, and her crew having embarked, the water tanks were filled until the boat was in equilibrium and almost submerged. The hatchway was closed; the men roved the shaft; the engine started, and the boat rose or descended, by the action of her lateral fins, the depth at which she would move.

Her greatest speed did not exceed four knots. She could remain submerged for half an hour, or an hour, without any great inconvenience to the crew, and on one occasion has been known to remain under water two hours, without actual injury to them, although no means were provided for procuring fresh air, and from the moment the hatch was closed the men thus confined in their living tomb, inhaled and exhaled continuously the atmosphere which was inclosed with them.

The plan of attack proposed by the inventors, was to dive beneath the keel of an enemy's ship, haul the torpedo after her; her triggers or sensitive primers would be pressed against the ship's bottom, explode the torpedo and inevitably sink the ship.

Not anticipating an early opportunity of using this dangerous vessel against the fleet of Farragut, General Maury sent her by rail to General Beauregard at Charleston, to be placed in the hands of the harbor batteries, to be used against the fleet of the Union, or, in some other manner, to be used against the fleet of the Union, or, in some other manner, to be used against the fleet of the Union.

General Beauregard changed the arrangement of the torpedo, by fastening it to the bow. Its front was terminated by a sharp and barbed lancehead, so that when the boat was driven end on, against the ship's side, the lancehead would be forced deep into the timbers below the water line, and would fasten the torpedo firmly against the ship. Then the torpedo would back off and explode it by a lanyard.

General Beauregard called upon the Confederate volunteers to man this dangerous craft was promptly answered by Lieutenant Payne, a Virginian, and eight sailors. They were soon ready for action; and on the evening set for their expedition the last preparation had been made. The torpedo boat was lying along-side the steamer from which the crew had embarked; she was submerged till the combing of her hatch alone was visible above the water. Her commander, Payne, was standing in the hatch-way, in the act of ordering her to be cast off, when the swell of a passing steamer rolled over her and she instantly, with her eight men, in several fathoms of water. Lieutenant Payne sprang out of the hatch-way as the boat sunk from under him, and he alone was left alive.

In the course of a few days she was raised, and the volunteers who had served, again Payne volunteered and eight men with him.

The embarkation for their second attempt was from Fort Sumter, and as before, all having been made ready, Payne, standing at his post in the hatchway, ordered the boat to be cast off, when the boat ordered and sunk instantly. Payne sprang out, two of the men followed him; the other six went down in the boat and perished.

Again the boat was raised and made ready for a third attempt. Captain Hundley, took her for an expedition up into Stono river, where, after going through her usual evolutions, she dived in deep water, and for hours and days the return of poor Hundley and his crew was watched for and looked for in vain. After a week's search she was found inclining at an angle of forty degrees, and the nozzle was driven deep into the soft mud of the bottom. Her crew of nine dead men were standing, sitting, lying about in her hold asphyxiated. Hundley was standing dead at his post, a candle in one hand while the other had grown stiff with death in vain efforts to unclasp the hatch. Others had been working at the keys of the ballast, but the inclination at which the boat had gone down, had jammed the keys so that the men could not cast off the heavy weight which held them down. From the bottom of the boat, from the Suspension Bridge over the Allegheny you are able to get a general view of the water and its business on that side, with Allegheny City lying along the river for some miles on the west side and down the river. The water is so shallow, that on a point which is sunk down, apparently, between hills on every side, so that the sun is more than an hour high before Pittsburgh sees its rays, and it disappears an hour before sunset. A Southerner is astonished to find supper come in on July at 6 o'clock—long before the Wilmington merchants have thought of going home, and he is almost as much astonished when he gets up to find it is eight, or thereabouts, because the smoke of the manufacturing establishments settles down into a dark cloud, which makes the air thick until the sun has made such an ascent as puts it in motion and drives it off, or "lifts it," as they say there. In walking about the city you see many things different from other cities. You are struck with one novelty among the first, and that is to see a tremendous locomotive come puffing right up through crowds of drays and yanes, omni-

submarine armor have visited the wreck of the Housatonic, and they have found the little torpedo vessel lying by her huge victim, and within her are the bones of the most devoted and daring men who ever lived on sea. No fortune hunter who ever despised enterprise of war can furnish the parallel to the courage of Dixon and his comrades. Their names we have not at hand. But they are known and recorded, and we hope to see the honor which is due paid to the great virtue which they illustrated.

D. H. M.

For the Journal.

United States Senator.

—SEPT. 30TH, 1870.

Messrs. Editors:—In a recent issue of your paper you invited discussion relative to the matter of selection of United States Senator. I think your views, as expressed, are entirely correct as regards the propriety of discussion; but, while I do not regard the matter of selection of United States Senator as the most important that will devolve upon our next Legislature, I cannot but regard it as among the most important, and I may add, delicate duties that must be performed; and how to perform that duty acceptably is no light matter for consideration.

The great Conservative party have accomplished a magnificent triumph in the recent election over corruption, unlearned frauds and tyranny. How was this great event accomplished? We think by moderation and prudent appeals to reason, and the liberality of our platform—the address of the Conservative members of the Legislature. It will never do to throw away this result. How is it to be made profitable in the future? Why to pursue such a course as will tend to consolidate our strength, and unite the different political elements which have combined to draw out the patriotism of the State in one united effort to save us from ruin. This can be done, we imagine, in no manner more efficiently than by selecting men for the distinguished and important positions from among those who are eligible—were most active in their efforts to bring about the result. In conferring honors we must not forget our earnest laborers. We would not disparage the claims of any, but we cannot forbear to express our opinion that the laborer is worthy of his hire; and besides, those who have labored most to achieve the brilliant result in our late election are capable of appreciating the delicate situation that surrounds us—they, we must believe, have risen to the full proportions demanded by our peculiar circumstances. They know the situation and fully comprehend it, and the people have spoken their confidence in their patriotism. Among this class of men, we prominently place the 12th District, who do not acknowledge the patriotism, the ability, the distinction and the fitness of Col. Allen, the gentleman referred to?

Prior to the late war, Col. Allen was not an office-seeker, and although he was prominently connected with our political causes, never having been named for a position, but twice, once for the Legislature, and once for Presidential Elector. He devoted himself assiduously to his well merited and growing practice in the profession of the law. Since the war his qualifications have marked him out more frequently for position, and in every instance he has been called out as the unanimous choice of his party. But few men anywhere enjoy more fully the public confidence wherever he is known. He is emphatically a representative man, whose stern integrity, firm and unyielding adherence to political principle and superior capacity, mark him out as the man of choice. His courteous bearing, even to his political enemies, is such as to never render him personally offensive to those with whom he comes in contact. He is a debater, and is such as to give him position and eminence. His appeal is to reason. Denunciation he leaves as the weapon of others. The favorite of his party, he is the respected political enemy of those who oppose him.

We respectfully beg to suggest, that in the selection of a U. S. Senator, should choose one in whom we may well confide, and at the same time one in whom our political enemies shall be bound to respect. Such are truly the views of

AMICUS PATRIS.

CLEVELAND, OHIO.

OUR TRAVELING CORRESPONDENT.

Editors Journal:—Although we are in this "Forest City" on Lake Erie, we propose to speak mostly of Pittsburgh, from which place we wrote you last. Pittsburgh stands on the site of old "Fort Duquesne," at the confluence of the Allegheny and Monongahela rivers, and at the head of the Ohio. In approaching it from the east, you run down the valley of the Conemaugh river—a tributary of the Monongahela—until within a few miles of the place, when you leave the Conemaugh on your left and pass over to the Allegheny side of Pittsburgh. The Union depot is in the heart of the city at about tenth street, and from it you can take trains to any point. In Pittsburgh you first mark the distinctive character of the western navigation. The steamers are all different from those at the east, "high pressure" prevails and the puffing, wheezing, coughing noise is heard on every side. Here you find rafts of logs and of lumber of immense size, and it is not uncommon to see a steamer pushing before her, up or down the river, a raft of timber containing a million of feet, stretched out before many hundreds of feet in length. It is not "low" here, but "high."

Settling ourselves at one of the hotels, freeing ourselves of the accumulated dust and cinders of a three hundred and fifty-two mile trip from Baltimore, we proceed to make a survey of the city. One of the first things which strikes a stranger is the bridges spanning the rivers. From the Suspension Bridge over the Allegheny you are able to get a general view of the water and its business on that side, with Allegheny City lying along the river for some miles on the west side and down the river. The water is so shallow, that on a point which is sunk down, apparently, between hills on every side, so that the sun is more than an hour high before Pittsburgh sees its rays, and it disappears an hour before sunset. A Southerner is astonished to find supper come in on July at 6 o'clock—long before the Wilmington merchants have thought of going home, and he is almost as much astonished when he gets up to find it is eight, or thereabouts, because the smoke of the manufacturing establishments settles down into a dark cloud, which makes the air thick until the sun has made such an ascent as puts it in motion and drives it off, or "lifts it," as they say there. In walking about the city you see many things different from other cities. You are struck with one novelty among the first, and that is to see a tremendous locomotive come puffing right up through crowds of drays and yanes, omni-

buses, carriages, buggies, with thirty or more loaded freight cars behind it. This is emphatically an iron city. Three-fifths of the population of the city are made of iron. What wonder, then, that they have iron bridges, tombstones, houses, spittoons, wagons, details of all kinds, and in fact iron brought into a thousand uses we do not see at the end of the line it is but a short walk to the cemetery. Here, from the "city of the dead," you get a fine view of the country beyond the Allegheny, rolling off in great beauty and grandeur, sides covered with vines and grass, everywhere near here except where it gets the West